Overstaffing in Indian Airlines

1712. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fct that Indian Airlines is facing financial crisis;

(b) whether it has come to the notice to Government that 40 per cent staff of Indian Airlines are nothing to do with the running of the Airlines;

(c) if so, that steps the Indian Airlines is taking to remove thousand of personnel, whose functions are nothing to do with the running of the Airlines; and

(d) what is the average employees per aircraft in Indian Airlines vis-a-vis other Airlines in and outside the country?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir. Indian Airlines made a Net Profit of Rs. 45.15 crores in 1997-98 as against a Net Loss of Rs. 14.59 crores in 1996-97.

(b) and (c) No category of employees has been identified as surplus in Indian Airlines.

(d) The average number of employees per aircraft in Indian Airlines vis-a-vis other Airlines in and outside the country are as under:—

Operator	Average No. of employees per aircraft
Within Country	
Indian Airlines	401
Sahara Airlines	340
Jet Airways	218
Outside Country	
Kuwait Airlines	335
Emirates	226
Malaysia Airlines	173
Singapore Airlines	157
Gulf Air	156
Lufthansa	127

Modernisation of Infrastructure Network at Airports

1713. SHRI GOVINDRAO ADIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news report which appeared in the Times of India dated the 4th November, 1998 under the caption "Government stresses upon better infrastructure at airports";

(b) if so, what is the reaction of Government to the observations made therein and facts of the matter;

(c) the details of comprehensive action plan formulated to upgrade/strengthen/modernise and expand the infrasturcture network at airports; and

(d) what is the present status of the implementation progress?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes. Sir.

(b) and (c) The requirement of additional facilities at international airports are reviewed periodically and expansion and upgadation works undertaken accordingly to meet the demand of growing traffic subject to availability of resources. Saturation of facilities at international airports at Delhi. Calcutta, Chennai and Thiruvananthapuram is therefore not expected in the near future. However, at Mumbai airport, even after the expected commissioning of Terminal II-C in August, 1999, airport facilities are likely to get saturated due to land/space constraints. Hence, the Government has constituted a Committee to examine the feasibility of setting up a second airport at Mumbai. The report of this Committee is awaited. The Policy on aiport Infrastructure has identified Bangalore. Hyderabad, Ahmedabad, Amritsar and Guwahati airports for upgradation to international standards. A Task Force has been set up by the Government under the Chairmanship of Deputy Chairman. Planning Commission to look into this aspect.

(d) Details of expenditure incurred for the development/upgradation of various airports during the last 3 years is given in the Statement.

Statement

Names of Airports where modernisation and upgradation works were undertaken during the last three years and expenditure incurred thereon

(Rs. in crores)

Name of Airports	Expenditure incurred		
	1995-96	1996-97	1997-98
International Airports			
Chennai International Airport, Chennai	8.28	14.00	11.42
Indira Gandhi International Airport, Delhi	37.44	36.65	37.44
Mumbai International Airport, Mumbai	47.14	66.08	39.74
Netaji Subhash Chandra Bose International Airport, Calcutta	5.74	9.28	10.70
Trivandrum International Airport, Thiruvananthapuram	3.84	10.84	11.96
Domestic Airports			
		(Rs. in lakhs)	
Agartala	406.75	336.06	129.32
Aurangabad	560.00	—	104.47
Ahmedabad	—	—	38.52
Agra	76.98	150.46	738.39
Amritsar	45.36	4.00	—
Baroda	480.53	484.53	78.83
Bhopal	59.42	336.35	349.09
Bagdogra	213.22	—	—
Bhubaneshwar	245.04	102.93	655.60
Bhuj	—	0.62	1.44
Bangalore	2.02	163.71	313.73
Calicut	1889.27	1997.08	2039.54
Dibrugarh	—	894.85	2.23
Dimapur	595.17	200.26	267.69
Goa	285.60	802.93	486.34
Guwahati	6.61	1095.90	420.41
Hyderabad	496.00	450.00	832.50
Imphal	2.83	59.27	304.47
Indore	157.06	847.49	433.46
Jaipur	327.11	342.29	—
Jabalpur	—	55.09	—
Jammu	—	184.00	183.79
Jodhpur	162.66	97.40	246.36
Kargil	1769.76	—	224.35
Ludhiana	—	—	62.74

Name of Airports	Expenditure incurred		
	1995-96	1996-97	1997-98
Lilabari	270.29	115.30	315.02
Lucknow	819.94	29.59	83.36
Leh	13.43	—	—
Nagpur	631.48	227.64	85.47
Patna	170.94	236.72	94.16
Porbandar	0.78	—	1.47
Port Blair	—	—	347.61
Rajkot	—	—	10.88
Raipur	311.79	558.00	276.00
Ranchi	86.92	—	—
Shimla	10.64	42.55	—
Silchar	61.98	42.80	242.64
Tezpur	—	359.54	688.00
Tirupathi	28.46	—	—
Udaipur	1.03	346.00	885.29
Varanasi	3.89	—	—
Vijaywada	—	1.87	2.70

Introduction of new flights by Indian Airlines

1714. SHRI YERRA NARAYANASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of new flights being planned by Indian Airlines in the year 1998-1999;

(b) whether it is a fact that smaller towns are not being included in Indian Airlines flights;

(c) whether smaller aircraft are needed for this purpose;

(d) in what manner Government propose to bring aviation to district towns; and

(e) the details of such plans?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The details of new flights introduced by Indian Airlines and Alliance Air during 1998-99 are as under:—

Additional Frequencies:

Delhi/Leh (Seasonal), Mumbai/Bhavnagar (Seasonal), Chennai/Port Blair, Hyderabad/Vizag, Chennai/Vizag, Chennai/Vizag, Calicut/Sharjah, Calicut/Doha/Bahrain, Delhi/Amritsar/Sharjah.

New Sectors:

Mumbai/Jaisalmer, Mumbai/Raipur, Ahmedabad/Pune, Calcutta/Pune, Raipur/Bhubaneswar, Chennai/Sharjah, Chennai/Kuwait.

(b) No, Sir.

(c) Yes, Sir. A proposal to encourage operation of small aircraft is under consideration of the Government.

(d) and (e) The Government has laid down route dispersal guidelines with a view to acheive better regulation of air transport services taking into account the need for air transport services of different regions of the country. It is however up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance of route dispersal guidelines.